

plan. We have strived for a uniform international system that allows U.S. victims to receive fair recoveries within a reasonable period of time. Specifically, we would expect that any agreement reached by the carriers would be consistent with the following guidelines: first, with regard to passenger claims arising from international journeys ticketed in the United States, passengers would be entitled to prompt and complete compensation on a strict liability basis with no per passenger limits and with measures of damages consistent with those available in cases arising in U.S. domestic air transportation; second, this coverage should be extended to U.S. citizens and permanent residents traveling internationally on tickets not issued in the United States.

We have decided to grant the request for discussion authority and antitrust immunity in this order, rather than through a show-cause proceeding. The discussions sought by the applicants seek to carry out our established public policy goal, the modernization of passenger liability limits. Implementing that goal as soon as possible will redound to the immediate benefit of the traveling public and therefore provide important public benefits. We are willing to grant antitrust immunity in this instance because, unlike most situations where it has been sought, the purpose of the discussions at issue here is fully consistent with the public interest. Furthermore, any agreement reached by the carriers may not be implemented without our approval, and interested persons will have an opportunity to comment on any application for such approval.

In addition, to minimize any adverse impact on the public interest, we will condition our approval and grant of antitrust immunity upon the following express conditions: (1) The discussion authority is limited to 120 days from the date of publication of this order; (2) advance notice of any meeting shall be given to all U.S. and foreign air carriers as well as to the Department of Transportation and the Department of Justice; (3) representatives of the Department of Transportation and the Department of Justice shall be permitted to attend the meetings authorized by this order; (4) IATA shall file within 14 days with the Department a report of each meeting held including inter alia the date, place, attendance, a copy of any information submitted to the meeting by any participant, and a summary of the discussions and any proposed agreements; (5) any agreement reached must be submitted to the Department for approval and must be approved before its implementation; (6) the attendees at such meetings must not discuss rates, fares or capacity, except to the extent necessary to discuss ticket price additions reflecting the cost of any passenger compensation plan; and (7) the discussions will be held in the metropolitan Washington, D.C. area.

Accordingly

1. The Department approves the request for discussion authority filed by IATA in this docket, subject to the restrictions listed below, under section 41308 of title 49 of the United States Code, for 120 days from the

date of publication of this order, for discussions directed toward producing a uniform set of passenger liability limits;

2. The Department exempts persons participating in the discussions approved by this order from the operation of the antitrust laws under section 41309 of Title 49 of the United States Code;

3. The Department's approval is subject to the following conditions:

(a) Advance notice of any meeting shall be given to all identifiably interested U.S. air carriers and foreign air carriers, as well as to the Department of Transportation and the Department of Justice;

(b) Representatives of the entities listed in subparagraph (a) above shall be permitted to attend all meetings authorized by this order;

(c) IATA shall file within 14 days with the Department a report of each meeting held including inter alia the date, place, attendance, a copy of any information submitted to the meeting by any participant, and a summary of the discussions and any proposed agreements;

(d) Any agreement reached must be submitted to the Department for approval and must be approved before its implementation;

(e) Attendees at such meetings must not discuss rates, fares or capacity, except to the extent necessary to discuss ticket price additions reflecting the cost of any passenger compensation plan;

(f) The Department shall retain jurisdiction over the discussions to take such further action at any time, without a hearing, as it may deem appropriate; and

(g) Any meetings authorized by this order shall be held in the metropolitan Washington, D.C. area.

4. Petitions for reconsideration may be filed pursuant to our rules in response to this order;

5. We will serve a copy of this order on all parties served by IATA in this docket, as indicated by the service list attached to its application; and

6. We will publish a copy of this order in the **Federal Register**.

Patrick V. Murphy,

Acting Assistant Secretary for Aviation and International Affairs.

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Federal Aviation Administration

[Summary Notice No. PE-95-11]

Petitions for Exemption: Summary of Petitions Received; Dispositions of Petitions Issued

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of petitions for exemption received and of dispositions of prior petitions.

SUMMARY: Pursuant to FAA's rulemaking provisions governing the application, processing, and disposition of petitions for exemption (14 CFR Part 11), this

notice contains a summary of certain petitions seeking relief from specified requirements of the Federal Aviation Regulations (14 CFR Chapter I), dispositions of certain petitions previously received, and corrections. The purpose of this notice is to improve the public's awareness of, and participation in, this aspect of FAA's regulatory activities. Neither publication of this notice nor the inclusion or omission of information in the summary is intended to affect the legal status of any petition or its final disposition.

DATES: Comments on petitions received must identify the petition docket number involved and must be received on or before March 28, 1995.

ADDRESSES: Send comments on any petition in triplicate to: Federal Aviation Administration, Office of the Chief Counsel, Attn: Rules Docket (AGC-200), Petition Docket No.

_____, 800 Independence Avenue, SW., Washington, D.C. 20591.

The petition, any comments received, and a copy of any final disposition are filed in the assigned regulatory docket and are available for examination in the Rules Docket (AGC-200), Room 915G, FAA Headquarters Building (FOB 10A), 800 Independence Avenue, SW., Washington, D.C. 20591; telephone (202) 267-3132.

FOR FURTHER INFORMATION CONTACT: Mr. D. Michael Smith, Office of Rulemaking (ARM-1), Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone (202) 267-7470.

This notice is published pursuant to paragraphs (c), (e), and (g) of § 11.27 of Part 11 of the Federal Aviation Regulations (14 CFR part 11).

Issued in Washington, DC, on March 1, 1995.

Donald P. Byrne,

Assistant Chief Counsel for Regulations.

Petitions for Exemption

Docket No.: 27985

Petitioner: Captain Donald Herbert Fisher

Sections of the FAR Affected: 14 CFR 121.383(c)

Description of Relief Sought: To allow Captain Fisher to pilot an aircraft operated under part 121 of the FAR after reaching his 60th birthday.

Docket No.: 27988

Petitioner: Mr. Everett Eugene York
Sections of the FAR Affected: 14 CFR 121.383(c)

Description of Relief Sought: To allow Mr. York to be a pilot in operations conducted under part 121 of the FAR after reaching his 60th birthday.

Docket No.: 28002

Petitioner: Mr. Robert E. Salmen
Sections of the FAR Affected: 14 CFR
121.383(c)

Description of Relief Sought: To permit Mr. Salmen to be a pilot in operations conducted under part 121 of the FAR after reaching his 60th birthday.

Docket No.: 28035

Petitioner: Mr. Richard E. Randle
Sections of the FAR Affected: 14 CFR
121.383(c)

Description of Relief Sought: To permit Mr. Randle to act as a pilot in operations conducted under part 121 of the FAR after reaching his 60th birthday.

Docket No.: 28036

Petitioner: Mr. Kenneth A. Urdahl
Sections of the FAR Affected: 14 CFR
121.383(c)

Description of Relief Sought: To permit Mr. Urdahl to be a pilot in operations conducted under part 121 of the FAR after reaching his 60th birthday.

Docket No.: 28065

Petitioner: Mr. Russell C. Hazelton
Sections of the FAR Affected: 14 CFR
121.383(c)

Description of Relief Sought: To permit Mr. Hazelton to act as a pilot in operations conducted under part 121 of the FAR after reaching his 60th birthday.

Docket No.: 28075

Petitioner: Chelan County Fire District 1
Sections of the FAR Affected: 14 CFR
parts 1 and 11; SFAR 38-2

Description of Relief Sought: To allow Chelan County to continue to operate its Bell UH-1B helicopter in a public aircraft status. The petitioner requests this exemption pursuant to the Public Aircraft Definition and Exemption Authority rule.

Dispositions of Petitions

Docket No.: 27122

Petitioner: Air Tractor, Inc.
Sections of the FAR Affected: 14 CFR
61.31(a)(1)

Description of Relief Sought/
Disposition: To extend Exemption No. 5651, as amended, which permits Air Tractor, Inc., and pilots of the Air Tractor models AT-802 and AT-802A to operate these airplanes without holding a type rating, although maximum gross weight of these airplanes exceeds 12,500 pounds.
Grant, January 18, 1995, Exemption No. 5651B

Docket No.: 27966

Petitioner: Reeve Aleutian Airways, Inc.
Sections of the FAR Affected: 14 CFR
121.356(a)

Description of Relief Sought/
Disposition: To allow Reeve Aleutian Airways, Inc., permanent exemption

from § 121.356(a) of the FAR to the extent necessary to permit Reeve Aleutian to operate its three remaining Lockheed L-188 aircraft within the State of Alaska, after April 1, 1995, without installation of TCAS II technology. *Denial, February 16, 1995, Exemption No. 6030*

Docket No.: 27845

Petitioner: Learjet Inc.
Sections of the FAR Affected: 14 CFR
25.571(e)(1)

Description of Relief Sought/
Disposition: To permit Learjet Inc., to be exempt from the 4-pound bird strike requirement of § 25.571(e)(1) from Vc at sea level to 8,000 feet in favor of Vc at sea level or .85 Vc at 8,000 feet, whichever is greater.
Partial Grant, January 26, 1995, Exemption No. 6021

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[Summary Notice No. PE-95-10]

Petitions for Exemption: Summary of Petitions Received; Dispositions of Petitions Issued

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of petitions for exemption received and of dispositions of prior petitions.

SUMMARY: Pursuant to FAA's rulemaking provisions governing the application, processing, and disposition of petitions for exemption (14 CFR Part 11), this notice contains a summary of certain petitions seeking relief from specified requirements of the Federal Aviation Regulations (14 CFR Chapter I), dispositions of certain petitions previously received, and corrections. The purpose of this notice is to improve the public's awareness of, and participation in, this aspect of FAA's regulatory activities. Neither publication of this notice nor the inclusion or omission of information in the summary is intended to affect the legal status of any petition or its final disposition.

DATES: Comments on petitions received must identify the petition docket number involved and must be received on or before March 28, 1995.

ADDRESSES: Send comments on any petition in triplicate to: Federal Aviation Administration, Office of the Chief Counsel, Attn: Rule Docket (AGC-200), Petition Docket No. _____, 800 Independence Avenue, SW., Washington, D.C. 20591.

The petition, any comments received, and a copy of any final disposition are filed in the assigned regulatory docket

and are available for examination in the Rules Docket (AGC-200), Room 915G, FAA Headquarters Building (FOB 10A), 800 Independence Avenue, SW., Washington, D.C. 20591; telephone (202) 267-3132.

FOR FURTHER INFORMATION CONTACT: Mr. D. Michael Smith, Office of Rulemaking (ARM-1), Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone (202) 267-7470.

This notice is published pursuant to paragraphs (c), (e), and (g) of § 11.27 of Part 11 of the Federal Aviation Regulations (14 CFR Part 11).

Issued in Washington, DC, on February 27, 1995.

Donald P. Byrne,

Assistant Chief Counsel for Regulations.

Petitions for Exemption

Docket No.: 24466

Petitioner: Air Transport Association
Sections of the FAR Affected: 14 CFR
121.485

Description of Relief Sought: To extend Exemption No. 4317, as amended, which permits member carriers of the Air Transport Association to conduct flights of fewer than 12 hours duration with an airplane having a crew of three or more pilots and an additional flight crewmember without requiring the rest period following that flight to be twice the hours flown since the last rest period at his/her home base.

Docket No.: 28010

Petitioner: General Electric Company
Sections of the FAR Affected: 14 CFR
21.128(a)(2)

Description of Relief Sought: To permit General Electric to deliver certain pre-type-certificated prototype engines (CFM56-5C4) manufactured and assembled under conformity configuration control, without subjecting the engine to a test run that includes at least 5 hours of operation at rated maximum continuous power or thrust. For engines having a rated takeoff power or thrust higher than rated maximum continuous power or thrust, the 5-hour run must include 30 minutes at rated takeoff power or thrust.

Dispositions of Petitions

Docket No.: 23453

Petitioner: Hawaiian Airlines
Sections of the FAR Affected: 14 CFR
108.5(a)(1)

Description of Relief Sought/
Disposition: To permit Hawaiian Airlines to utilize its DC-9 aircraft without a security program that meets the requirements of § 108.7. The DC-